

## REMARKS

Upon entry of this Reply, claims 1-16 will remain in this application. New claim 17 has been added. Reconsideration of the application is requested.

New claim 17 is similar to claim 16, but depends directly on independent claim 1.

Claim 15 has been amended above after consideration of the comments provided by the Examiner in section 2 on page 2 of the Office Action. The term "progressive transitions" presently used in claim 15 has a meaning which is clear to one of ordinary skill in the art from, for example, lines 4-11 in paragraph 5 of the specification. It is respectfully submitted that claim 15 now fully complies with all requirements of 35 U.S.C. §112, second paragraph.

Claim 1 was rejected, along with dependent claims 4 and 15, as being anticipated by U.S. Patent 521,587 to Hirt. Reconsideration is requested. It is respectfully submitted that the Hirt patent relied on fails to disclose a wheel including spokes having solid cross-sections in first areas connected with a wheel hub and V-shaped cross-sections in second areas connected with a rim as claim 1 defines.

The Hirt patent discloses a car-wheel with spokes or arms  $a^4$  that are strong and elastic, although a small amount of material is used. The spokes or arms  $a^4$  are curved and concaved; the drawings show that this creates a V-shaped profile. The Hirt patent explicitly describes the spokes as being of substantially uniform thickness throughout their entire length from the point of juncture with the hub  $a$  to the point of connection with the rim or tread  $a^1$ . Attention is directed to lines 66-73 on page 1 of the Hirt patent. The transitions between the hub, the wheel-rim and the arched spokes cannot be abrupt; this

transition must be steady to avoid points that would be in danger of breaking. The need to avoid such a "notch-effect" should be recognized by any engineer associated with machine-building or foundries. The transition between the massive hub a and the curved spokes or arms a<sup>4</sup>, therefore, does not provide any new teaching. It is apparent that the spokes are to be made curved or arched over the entire lengths and with uniform thicknesses. Again, claim 1 recites that the wheel specified includes spokes having solid cross-sections in first areas connected with a wheel hub and V-shaped cross-sections in second areas connected with a rim. It follows, therefore, that claim 1 is patentable in its present form. The rest of the claims in this application are dependent claims and are patentable as well.

This application is now in condition for allowance. Should the Examiner have any questions after considering this Reply, the Examiner is invited to telephone the undersigned attorney.

January 29, 2003

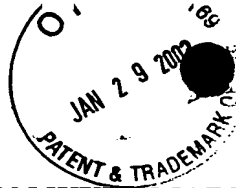
Respectfully submitted,



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VERSION WITH MARKINGS TO SHOW CHANGES MADE

In the claim appearing below, deletions are bracketed and additions are underlined.

15. (Amended) The wheel according to claim 1, wherein progressive transitions from the first areas to the second areas take place [in a progressive manner].

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